

## WANTS DAMAGES

MINERVA MAN SUES JOHN MYERS FOR \$5,000

## ARREST AND SLANDER

Insurance Companies Refused to Pay Policies.

Perry Sipe, of Minerva, has brought an action in the Stark county common pleas court against John Myers for \$5,000 damages for false and malicious arrest and slanderous utterances. It is charged in the petition filed that Myers falsely and maliciously, without reasonable cause, swore out an affidavit under the fear section, charging that he was afraid of the plaintiff Sipe; that he was afraid he would kill his stock, burn his buildings or do personal violence or attempt to kill him.

Sipe was arrested upon the warrant and placed in jail on June 6 and kept confined for 12 hours. It is also alleged that the defendant at the time of the arrest and on other occasions boasted publicly of the harm he would do the plaintiff, thus causing him shame, mortification and injury. Sipe charges that at a public meeting in a hall at Minerva, in the presence of a large number of persons, Myers said that he was a thief, was dishonest and did not do his work well. Judgment for \$5,000 is demanded for injury done by the alleged libelous utterances. J. T. DeFord is counsel in the case.

## INSURANCE CASE.

The first of a series of six cases to collect insurance is on trial in common pleas court before Judge Ambler and twelve good men and true. The case on trial is that of Maude Graham against the German-American Fire Insurance company for \$500. The company refused to pay for the reason that it charges that the plaintiff had insured her goods in five other companies and that the total amount of insurance carried was in excess of the value of the goods. The other companies make the same charge and have refused to pay the amount due on the policies. The total amount carried was about \$3,300.

## THE INSIDE INN AT ST. LOUIS

An Ideal Place for Visitors Right Inside the Grounds—No Tiresome Journeys to or From the City—No Crowding—No Discomfort—Time and Money Saved.

No matter who you are or what you are; no matter if your purse is slender or otherwise, if you wish to see the World's Fair at St. Louis and enjoy every moment of your time, the best place to stay—indeed, the only place to stay—is The Inside Inn.

The building of this splendid hostelry has marked a new departure in world's fair accommodations, it being the first time that the administration of any exposition has taken the question of the lodging and creature comforts of its visitors under its personal supervision. This the World's Fair Management has done. The Inside Inn has been built with the same lavish hand that has marked all other constructions at St. Louis. It is three stories high, 400 feet wide, 800 feet long, contains 2,257 bedrooms and can seat 2,500 people in its dining-room at one sitting.

Every modern convenience obtainable has been installed and the comforts thus afforded enable visitors to enjoy the sights of the Exposition, whenever they please and then go to their rooms for a rest without a long, tiresome journey to and from their lodgings. A great saving in time and money is consequently effected, as sight seeing can be begun directly after breakfast and continued late into the night without any exasperating run for the "last car." No admission fee other than the first is required from those guests who remain within the precincts of the Fair at The Inside Inn.

The Inside Inn is run on both the European and American plans and the rates are exceedingly moderate, ranging from \$1.50 to \$5.50 European, and from \$3.00 to \$7.00 American, including daily admission in both cases. The enormous capacity of The Inside Inn assures first-class accommodations for all—no matter when or in what numbers they come—but those who prefer to secure their rooms in advance may make reservations now for any period up to December 1st. A post card addressed to The Inside Inn, Administration Bldg., World's Fair Grounds, St. Louis, will bring you an interesting booklet, giving full details and plans, or The Stark County World's Fair Association, J. H. Dumoulin, Genl. Agt., C. C. Bow, Pres., Edwin I. Bair, Secretary, First National Bank, Local Depository.

## EXCURSIONS VIA B. & O. R. R.

To Akron June 23rd, 24th, one cent per mile each direction plus 25 cents round trip.

To Chicago June 16th to 20th one fare plus 25 cents for the round trip.

Special Rates Round Trip via B. & O. R. R.

To Indianapolis June 27, 28; to St. Joseph, Mo. June 27, 28, 29; to Sandusky June 10, 21.

## SEVEN HUNDRED LIVES LOST

(Continued from Page One.)

interfere with the work of the surgeons.

In the meantime an imperative appeal had come in from the North Brother Island hospital and help of every description was hurried thither, but the fire had done its work well and the dead aboard the Slocum and in the river were already counted by the hundreds. The firemen, volunteer and regular, at work on the hull knew that the best thing they could do would be to recover some.

**BLACKENED CINDERS**  
That had so shortly before been the bodies of women, children and men. They worked at their tasks until the hull sank.

In the meantime a corps of physicians was bending every effort to save from death the half drowned, half burned unfortunates still alive, who had been brought ashore. Fully half the maimed and suffering survivors had been taken to the island while two-thirds of the dead were stretched on its green lawns. The medical staff was overwhelmed and finally the police had to

**COMMANDER STEAMERS**  
to bring the injured to the mainland where they could be taken to hospitals and given additional care.

All through the afternoon and night an augmented fleet of small boats searched the waters and it was estimated for a time that the bodies were being recovered at the rate of two a minute. The wrecking tug Chapman, whose divers were searching the submerged hull, kept at work until a late hour and thus many bodies were brought out.

All of the watermen agreed that many of the bodies will not be recovered for several days to come and some not at all. After the Hoboken fire three years ago bodies were coming to the surface for many days afterward.

**MUCH MONEY AND JEWELRY.**  
Coroner O'Gorman, who with a squad of police made a detailed search of the bodies for marks of identification, reported that about \$180,000 worth of jewelry and money, or bank books representing money, was found on the bodies.

So soon as the police heard that most of the officers of the Slocum had escaped they set out to corral them. Captain William Van Schaick, First Pilot Edward Van Wart and Second Pilot Edward Weaver were taken into custody and held to await the

**ACTION OF THE CORONER.**  
Coroner Barry assumed charge of the investigation into the sinking of the steamer tonight, and immediately sent to the district attorney's office for help in his endeavor toward placing the responsibility. Assistant District Attorney Garvin was assigned and the two set about a preliminary investigation. It soon developed that

**SERIOUS CHARGES**  
would have to be made and it was decided to postpone until tomorrow the actual investigation and to notify the police and fire departments to secure all persons who might be in a position to throw light on the subject, to tell their stories at that time.

In the meantime, the local board of steamboat inspectors will also conduct an independent investigation to see if any of the government rules were violated. The officials all viewed the wreck at low tide this afternoon.

There is a very strong current off North Brother Island as it is near this point that the Harlem river combines with Long Island sound and as the tide went out it carried with it the hull of the steamer and landed it off Oak Point. There it remains at present with its gruesome cargo of charred bodies.

## DESERTED HIS POST.

Grave charges are made against part of the engine force of the steamer by some of the surviving members of the crew. Alex Trembley, one of the deck hands declares that when the fire signal was sounded, he took the main hose and ran to the scene. He failed to get any water and went back to the engine room which he found deserted. The man assigned to couple up the fire apparatus in case of need is alleged to have deserted his post. Trembley claims that he then went into the forward cabin and rescued a number of children who were in danger of being burned. Returning to the stern of the boat tried to get out life preservers for the women and children but the crowd clung to him and he finally had to abandon the task. However, he finally secured a life preserver, picking up two children, jumped overboard with them, finally getting safely to shore.

## BARRELS OF OIL.

Henry Canfield, a negro cook, told Coroner Barry that the rapid spread of the flames was due to the fact that all of the reserve oil supply of the steamer, amounting to several barrels, was stored directly under the cook's gallery. This caught fire and made it impossible to extinguish the flames. Asked why there was so much oil on board, he declared that it was stored there because the insurance companies would not permit the company to keep it on the deck. His statement is denied by the superintendent of the line but he has been subpoenaed to repeat it under oath at the investigation.

After the captain and his two pilots had been placed under arrest, they were found to be suffering from burns and nervous shock. By order of the coroner they were taken to Lebanon hospital where late tonight they were placed in the hands of the police.

other two will remain at the hospital until the inquiry tomorrow.

**PITIFUL SCENES.**  
Even those hardened to scenes of death and suffering were well nigh overcome by the pitiful sights seen tonight at the morgue.

At the department of charities dock, at the foot of East Twenty Sixth street, the tugs Fidelity and Massasoit landed with the bodies of 122 victims of the General Slocum disaster.

Five hundred weeping friends and relatives of the dead or missing gathered at the foot of the street and were only kept from rushing on the piers where lay the burned or drowned bodies by the reserves of the East Thirty Fifth street police station, in command of Captain Shire.

The Fidelity, which was the first to arrive, carried the bodies of thirty-two women and eight children, all of whom had been burned.

**BEYOND RECOGNITION.**  
and these lay under a hasty cover made of blankets on the stern of the boat. Relatives and friends, many of whom were weeping and struggling to get into the morgue, were not allowed to pass the lines and would call frantically to policemen and those who were inside.

"Oh, tell me; tell me my boy is not there," one woman kept crying, and to quiet her she was told that he was not, and she seemed satisfied, not thinking that no one in the crowd had any idea who her boy was.

Rude wooden boxes were lined up outside the morgue, and as rapidly as the bodies could be unloaded they were placed there; and lined up in the morgue.

**THE GRUESOME SIGHT**  
of the rough pine board coffins, which were brought in truck loads, did not add to the composure of those who were searching for the lost ones.

The Fidelity, with its flag at half mast and the crew standing up in the bow as far from the place where the bodies were as they could get, pulled into the dock, and not a voice was heard as the morgue keepers hustled the rude wooden boxes aboard and began to remove the blankets from the dead.

In many cases the little ones were still half clasped in the arms of the mothers, who had died.

**TRYING TO SAVE THEM.**  
and as these bodies were uncovered several of the men who were carrying them out had to quit their work. The sight was too much for even the strongest, and not a few of those who were admitted inside the lines were obliged to leave.

Commissioner of Charities Tully assumed charge of the situation and the work of identification was systematized so much as possible.

## THRILLING STORIES TOLD BY SURVIVORS

New York, June 15.—The stories told by persons who were aboard the steamboat were of a thrilling nature.

Miss Marie Kreuger, of 451 West End avenue, who was rescued and taken to the Harlem hospital, said: "I was sitting on the upper deck, when there was a cry of 'fire.' Men came among us and told us to be quiet. The women and children were panic stricken. I slid down a pole to the water and held on a rope on the side of the boat. The flames began to shoot out of the port-holes and I had to let go."

"A little boy was near me holding on to a life preserver. A coal barge was near, and a deck hand threw us a rope, which we got and were pulled aboard the coal barge."

"I saw my cousin and sister, but they disappeared. An ambulance with Dr. Krauskoff, of the Harlem hospital, then came along and took us here."

## STORY OF THE PATROLMEN.

Patrolman William Van Tassel and George Kilt, of the Harbor squadron, had been detailed to duty on the steamer. Van Tassel was on the main deck and Kilt was on the upper deck, way forward.

Van Tassel said he heard a muffled explosion and then the women and children began to scream. Rushes were made for the life preservers and many of the women were assisted in putting them on by the men on the boat, while others of the men became excited and seemed to help only themselves. He then felt the deck giving away under him and was carried down below with the others on deck. Van Tassel swam to the brick yards on North Brother Island and was pulled ashore by a rope by a bricklayer named J. J. Owens. Then he and Owens pulled in four people whose names they do not know.

Kilt had a similar experience. He was thrown into the water and was pulled out by Owens and Van Tassel. Kilt's left hand was badly burned and his eyebrows and moustache were burned off. Van Tassel was also slightly injured and burned.

## CREW DEMORALIZED.

Paul Lehenow, of 123 East One Hundred and Twenty-fifth street, who was on board, says he believes the fire started in the boiler room. He says the crew was utterly demoralized and did not help the passengers. According to Lehenow the captain of the steamer blew his whistle for help but the ferryboat Bronx, plying between One Hundred and Thirty-fourth street and College Point, passed by without offering any assistance, he says.

The story of Miss Clara Steiner, one of the survivors who succeeded in reaching the home of friends on East Seventh street, abounds in

**THRILLING INCIDENTS.**  
"I jumped over the rail, and dropped down to the next lower deck, when I began to disrobe with my clothing so

**THIRD SHIPMENT OF RUSTIC FURNITURE**  
**ADIRONDACK SILVER BIRCH**  
RECEIVED TODAY  
**AT BARRIE'S**  
213 NORTH MARKET ST  
Stools, 50c. Tabourets, 95c. Benches, \$2 and \$2.25.  
Rockers \$1.50 to \$5.50  
**BARRIE'S "GOOD FURNITURE" FOR ALL ROOMS**

that I would have a better chance in the water. Then I started to climb down the side of the boat when I heard a voice calling to me to hold on a minute.

"I turned and saw a man standing on the bow of a tug which was approaching. I held on and was soon taken off, with a number of other persons who had been rescued from the boat and from the water."

"The tug then put into the landing on Randall's Island and after putting the people ashore went out for another trip of rescue. As I left the dock I saw what looked to be 200 bodies, mostly women and children, along the shore lying on the ground."

## IN A PANIC.

Indicating the panic stricken state of mind in which the passengers found themselves is the story, or fragment of a story, told by August Schneider, a musician, who went to the Alexander avenue station. In his arms was his baby, Augusta. He was looking for his wife and two other children. The only information Schneider could impart was that he was with his family on the main deck near the stern, that he saw the steamer "break in two in the middle" and the next he knew was when he found himself with his baby in his arms on the deck of a tug. Whether he was in the water or not the man did not know. His clothing was dry when he called at the police station in search of the missing members of his family, whom he did not find, however.

## TOLD BY SCHOOL OFFICIAL.

Jacob Miller, an official of St. Marks Sunday school, one of the passengers who was saved, declared this evening at North Brother Island that at least a part of the great loss of life was due to rotten and defective life preservers. "I myself tried to put on several life preservers," Mr. Miller said, "and every one of them was so rotten that it fell apart as soon as I began to handle it. Undoubtedly many more persons would have been saved if the life preservers had been in proper condition."

"It is reasonable to believe that a large number of persons, when they learned that the vessel was on fire, rushed to the life preservers and many of these persons, in fact, a large part of them, would probably have been rescued but for the fact that the life preservers were practically useless."

The statement of Mr. Miller, numerous persons said, was borne out by an examination of several life preservers which were washed upon the shore of North Brother Island. The canvas covering of these life preservers was found to be so rotten, it was said, that the slightest handling of it caused it to tear and allow the cork insides to fall out.

## LIFE RAFTS WIRED FAST.

According to Nicholas Balzor, another of the survivors, who was on the top deck when the fire broke out, the life rafts were secured by wire and it was impossible to release them in the emergency. Balzor says he hacked and cut at them with his knife, but succeeded in cutting through only one strand when the flames drove him back. There were no means at hand to free the rafts, he says, and for all practical purposes they were useless.

Henry Iden, aged 19, of No. 100 East Fourth street, came ashore with the last load of survivors. He saved his sweetheart, Amelia Swartz, but four sisters, he reported, had been lost.

"I was sitting on the lower deck with Miss Swartz when the fire broke out," related Iden. "We had smelled smoke for about four minutes but thought it came from the kitchen, where clam chowder was being cooked. Suddenly I noticed people on shore waving their arms, and I could hear them shouting. Then I saw the fire. I got two life preservers, and put one on Miss Swartz and the other on myself."

"We crowded to the rail and stayed there until the boat went aground, when over we went. The fire was so hot that I kept quaking Miss Swartz under water every minute or so, and did the same myself. After a while we were pulled aboard a tug."

The faces of both Iden and Miss Swartz were blistered.

## STATEMENT MADE BY CAPTAIN VAN SCHAICK

Captain W. H. Van Schaick made the following statement regarding the fire:

"The Slocum left her dock at half past nine o'clock this morning. The boat passed slowly up the river, through Hell gate and over toward Sunken Meadows, where the Cuyahoga was burned in 1872.

When close to the Meadows an

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Per Bushel  
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## IT'S MIGHTY SELDOM

that opportunity knocks at your door with such an offer as this. If you need anything in the line of wheel vehicles, we're offering the maximum of value at minimum of cost. Every carriage, buggy and light wagon leaving our establishment is warranted as to workmanship and material. Best to be had for the money anywhere. Handsome, durable, cheap.

**Canton Buggy Co.**

1524 East Tusc. St.

alarm of fire was given. At that time I was in the pilot house. I jumped down to the deck and gave immediate orders for fighting the fire. The fire drill was sounded and the crew of the boat, numbering twenty-three men, worked hard to get water on the part of the boat that was burning.

"The fire was in the woodwork under the forward boilers on the port side, as I made it out in the excitement. My men were exerting their efforts toward keeping the passengers from jumping. The fire was gaining every instant and the cries of people suffering from burning to death could be heard above every other discordant sound."

"I got the boat under way direct for North Brother Island, which was the safest place to attempt to land. The boat was driven on under full speed, and pulled up sideways to the shore of the island. Many had jumped before this. Many were jumping every minute."

"My pilots, Edward Van Wart and Edward M. Weaver, were doing everything to get safely toward shore and Engineer B. F. Conklin stuck in the hold. Mate Edward Flannigan had charge of the fire brigade, but when the fire spread over all we had to get off the boat. My hat was burning when I jumped and I was pulled out of the water and hauled up on shore under a tree before I remembered what had happened."

Easy shoes for men at Rose's.

## Advertised Letters.

Letters—Women's list—Boyer, Miss Lizzie; Crane, Miss Eugenia; Christopher, Miss Ida; Danner, Mrs. Erma; Flimm, Mrs. Julia; Graham, Eva; Julius, Mrs. Sara; Krisher, Mrs. Maggie; Keefer, Miss Marie; King, Mrs. Clarence; McCausland, Mrs. Myrtle; McCaskey, Miss Stella; Mossgrove, Mrs. C. E.; Paulus, Mrs. Mary; Stoerkel, Mrs. N.; Tyler, Miss Jean; Watt, Miss Amelia; Woods, Miss Vern.

Letters—Men's list—Bailes, John; Burke, Leo; Burfus, W. E.; Canton Lap Duster Mfg. Co.; Clay, F. M.; Carter, Gilbert; Cathran, Henry; Crawford, Walter J.; George, E.; Guyton, Mathew; Gonneu, F. L.; Hullings, Warren L.; Hopf, Frank; Hahn, Charles; Hiecup, Joseph; Landor, John; Morgan, F. J.; Mason, Mr. and Mrs. J. W.; Patterson Pineapple Eye Clip Co.; Russell, Harry H.; Snider & Hughes Pump Co.; Schultz, Henry; Slump, John; Schaffner, Frank.

Foreign letters—Babarsik, Anna; Boerin, Leonte; Portman, Julius; Sosonak, Katali.

Postal cards—Aberlioni, A.; Dayton, Miss; Dickerhoof, Miss Lucy; Kormendy, Gynio; Long, O. Geo.; Mullen, I. W.; Oakland Supply Co.

Men's and Women's dress shoes as low as \$1.50 at Rose's.

## Controls Another Road.

Toledo, June 15.—The syndicate in control of the Pere Marquette and C. H. & D. roads has also got control of the Toledo railway and terminal property by a long term lease.

**IT IS WELL WORTH THE ASKING.**  
Readers of the News who are afflicted with Rheumatism, Diabetes, Bright's disease, Paralysis or Eczema, will receive information of great value by addressing P. O. Box 186, Louisville, Ohio.

Comfort shoes for ladies, \$1.50 at Rose's.

## FRANCIS,



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Always has a complete line of all styles, grades and sizes of Washing Machines and Wringers.



QUEEN WASHER.....\$5.00



ROYAL, 4 Pin.....\$6.50

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Discount for cash payment at store.

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## Dr. G. E. Harrison,

(Successor to Ballard & Stevens.)  
DENTIST.

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Canton, Ohio

**WANTED**—Farm and small tracts. The season is opening up for fall sales of farms. If you have anything to sell in the way of farm land, it will be of interest to you to see me at once as I have a number of cash buyers who are wanting to locate in the future. A. T. Donah, 403 Polwell Bldg.